

ing of a bill to amend the Consumers' Water Works Company Bill (No. 1892). How Mr. DAVENPORT objected to the measure on the ground that it was out of order.

Mr. SPEAKER ruled the bill perfectly regular.

How Mr. DAVENPORT explained that the private bill which had passed last session contemplated that the Water Works Company should be bound to sell out to the city at a fixed price, plus a bonus and interest. The act as passed had not dealt with the principal at all, so that the company was bound to sell out for the bonus and interest alone.

The bill was read a second time and committed. Mr. DAVENPORT moved an amendment to reduce the amount of bonus to 25 per cent. instead of 50 per cent.

The amendment was ruled out of order in committee, and also on motion to adopt the report.

The bill was read a third time and passed.

SUMAS DYKING COMPANY.

How Mr. DAVENPORT moved the second reading of the Sumas Dyking Co.'s bill.

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The amendment was ruled out of order in committee, and also on motion to adopt the report.

The bill was read a third time and passed.

KASLO-SLOAN RAILWAY.

Report of committee on the Kaslo-Sloan railway bill was adopted; bill read a third time and passed.

MOUNT TOLMIE RAILWAY.

Report of committee on the Mount Tolmie railway bill was adopted; bill read a third time and passed.

MUNICIPAL BILL.

On the motion to adopt the report of committee on the Municipal bill, several amendments were incorporated.

On Hon. Mr. DAVENPORT's motion to discharge the order of the third reading and re-commit the bill to strike out sections 41 and 48.

How Mr. DAVENPORT raised a point of order on which there was a discussion lasting over an hour.

The bill was finally recommitted to reconsider section 41 and strike out section 48.

Section 41, which gives enlarged powers of taxation, was made to apply only to Nanaimo city.

The committee reported the bill, report was adopted, bill read a third time and passed.

The House adjourned at 12:15 p.m. until 11 o'clock to-day.

FOURTY-SEVENTH DAY.

MONDAY, April 10, 1893.

The Speaker took the chair at 11 o'clock.

MINERAL BILL.

On the motion to adopt report of committee on the Mineral Bill, Mr. KELLIE moved the following amendments:

Add to sub-section (c) of section 3: "No mineral claim shall be recorded without the application being accompanied by an affidavit or solemn declaration made by the applicant, or some person on his behalf cognizant of the facts, that mineral has been found in position on the claim proposed to be recorded."

Add as new clause: "Section 9 of the Mineral Act Amendment Act, 1892, is hereby repealed."

"This Act shall not come into force until 15th day of May, 1893."

Further consideration of the report was postponed.

CANADA WESTERN RAILWAY.

On the motion to adopt the report of committee on the Canada Western bill, Mr. KELLIE moved the following amendments:

Add to sub-section (c) of section 3: "No mineral claim shall be recorded without the application being accompanied by an affidavit or solemn declaration made by the applicant, or some person on his behalf cognizant of the facts, that mineral has been found in position on the claim proposed to be recorded."

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MUNICIPAL ACT.

How Mr. DAVENPORT presented a message from the Lieutenant-Governor referring to the House bill No. 34 (Municipal bill) for the purpose of striking out clause 41 and 48.

The message was considered forthwith by the Committee of the Whole, Mr. Martin in the chair, and the amendment was reported.

How Mr. DAVENPORT pointed out that the result of the clause which had been inserted by the hon. leader of the Opposition and which it was now proposed to strike out, would simply be to close up every bar every hotel in the Province.

This, he stated, was the intention of the hon. leader of the Opposition and he proposed to ask the House, so long as it had confidence in the Government and in the Attorney-General, to take his advice and maintain his view.

On his advice Hon. Mr. DAVENPORT returned the bill to the House as it was, as it was plainly evident the effect of this clause would be quite different from that claimed by the hon. leader of the Opposition.

The amendment recommended was made without a dissenting voice.

The bill was read a third time and passed. It being 1 o'clock the Speaker left the chair.

AFTERNOON SESSION.

The Speaker took the chair at 2:30 o'clock.

AID TO RAILWAYS.

How Mr. DAVENPORT in moving the second reading of a bill to grant aid to certain railways took occasion to briefly explain the object and intent of the bill, which was to facilitate the construction of the railway mentioned. These roads were described in the preamble to the bill and would be admitted by all who would take the trouble to look into the matter to be of great importance for the welfare of the Province.

The first road mentioned was the Nicola Valley railway, which was declared by statute of Canada to be a railway in the country, and it would be largely instrumental in opening up portions which were now not of very much value. The plan that was proposed to give the assistance was that the Dominion subsidy and the C.P.R. was to be handed over to the Government of the Province to be held as security in respect of the guarantee.

The bill was not in a position to come to the aid of enterprises of the kind in the same way as they did in Ontario and to a limited extent in Manitoba, by granting cash bonuses, rather than by the present position to pay any large fixed sum for a number of years. But under the present system, the Province would not be called upon to pay anything for four or five years at any rate, and there would in all probability, when the time came, be found to be ample money on hand from the 40 per cent. which was to go to the Government to meet all calls, and it would be found by hon. members that this was not a grant to the company or to the bond holders; it was simply a guarantee of the interest on the bonds, and not absolutely by only in case of the failure of the company to pay the interest. This was the same plan which had been adopted in the case of the Shuswap and Okanagan roads, and in that case it had proved highly successful. The Provincial Government received the full Dominion subsidy, and that money was now in the Treasury, only about \$50,000 having been paid out, and there had been a substantial sum received in respect of the gross earnings of the road as provided by the Act. Of course it was not to be expected that it would be successful in the first year, but it would not have to pay some of the money that was being guaranteed, but a very favorable commencement had been made in the case of the S. & O. road, and the first returns, showing the earning power and been very satisfactory and encouraging. It was well known that railway traffic grows and increases, and that it might in these cases be expected to be successful in the first year. However, before discussing the bill, he would draw attention to Sec. 4 and ask for a ruling as to whether it was in order or not.

It being 6 o'clock the Speaker left the chair.

EVENING SESSION.

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